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CLASSIFICATION SECRET

COUNTRY East Germany REPORT [redacted] 25X1

TOPIC Brand Airfield 618871

25X1

EVALUATION [redacted] PLACE OBTAINED [redacted]

DATE OF CONTENT [redacted]

DATE OBTAINED [redacted] DATE PREPARED 18 March 1954

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

[redacted] 25X1

1. The following air activity and aircraft were observed at Brand airfield between 16 and 25 February 1954:

16 February. No air activity was conducted at the field. There was an 8/10 overcast at an altitude of 200 meters and visiblity of about 2 km.

17 February. Between 10 a.m. and noon, there was a 1/10 overcast. During the morning hours, there was ground fog and throughout the day a dense fog. About 15 individual flights were made by MiG-15s or U-MiG-15s at altitudes between 3,000 and 5,000 meters. The average flight time was 40 minutes. At the same time a MiG-15 [redacted] towing a sleeve target was observed aloft. The sleeve target was towed on a rope which was twice as long as usual [redacted] and was fired on by AA guns over the area between Brand railroad station and Schoenwalde. Five or 6 rounds were fired on each attack. After the exercise, the sleeve target was released over the airfield and the towing aircraft landed. 25X1

18 February. Between 9 a.m. and 4 p.m., take-offs were made in elements of twos. Once, during the day 20 MiG-15 or U-MiG-15s took off in the following way: 5 elements of two aircraft each, arranged at the end of the runway at intervals of about 50 meters took off almost simultaneously; when these 10 aircraft were airborne, another 10 MiG-15 or U-MiG-15s taxied from the taxiway onto the runway, remained there for about 30 seconds, and then also took off in the same manner. A U-MiG-15 [redacted] towing a sleeve target was also observed aloft and AA guns fired at the air sleeve. There was a 2/10 overcast. 25X1

19 and 20 February. There was no air activity. The sky was 2/10 to 3/10 overcast.

21 February. Between 10 a.m. and noon, there was air activity. Take-offs were made by 20 MiG-15 or U-MiG-15s, the same as on 18 February. The aircraft remained aloft for 20 to 25 minutes and then landed individually. During the afternoon, 4 alert MiG-15s and an additional 20 MiG-15s were parked at their usual dispersal areas along the southern taxiway.

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23 February. No flights were made. There was a 3/10 overcast. In addition to the 4 alert aircraft, 26 MiG-15 or U-MiG-15s were parked along the southern taxiway. [redacted]

24 February. No flights were made. The sky was 4/10 overcast. As on the preceding day, 30 swept-back jet aircraft were parked at the field.

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25 YEAR RE-REVIEW

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[redacted] 25X1

25 February. There was no air activity. The sky was 8/10 overcast at an altitude of about 200 meters.

2. On 23 February, "The Day of the Soviet Army", [redacted] around 10 a.m., about 600 men formed into 4 groups between the runway and southern taxiway. The men marched in review after a speech had apparently been given. 25X1

3. Motor vehicles observed entering and leaving the airfield included a small US-type truck [redacted]

[redacted] Comment. It is believed that Brand airfield is still occupied by a fighter regiment equipped with about 26 MiG-15s. [redacted] The additional MiG-15s probably were from another airfield and apparently stationed at Brand airfield on 23 and 24 February 1954. 25X1

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